

December 22, 2021

Ipswich Planning Board
Town Hall
25 Green Street
Ipswich, MA 01938

RE: 50-56 Market Street – Site Plan Review and Special Permit Application

Dear Mr. Parsons and Planning Board Members:

This letter is being prepared to summarize the exception and reductions being requested for the above referenced project. The reliefs are broken up into two categories: structures and loading/aisle width/parking.

Structures:

- Per footnote 24 of the Table of Dimensional and Density Regulations, all principle buildings constructed after September 1, 1996 within the Central Business District shall be built to the front setback line unless granted an exception by a Special Permit. In an effort to maintain the green space in the front of this property all additions and new structures proposed are located behind the existing structure. The granting of the exception allows us to maintain the large open green space in the front of the property which will have a positive impact on the area.
- Per footnote 2 of the Table of Dimensional and Density Regulations, a 50% reduction in the rear setback requirement may be requested by special permit if an existing building is located within the setback. There is an existing detached garage located on the property that is approximately 1 foot over the rear lot line. This garage is proposed to be razed and replaced with a 5 unit building located 10 feet off the rear lot line (20 feet is required). The rear abutter is a large parking garage structure located approximately 10 feet off the lot line. The construction of the 5 unit building 10 feet off the rear line will have no impact on this abutter. The reduction in the rear setback allows us to propose all additions and new structures behind the existing structure which allows us to maintain the existing front yard which is a large open green space.

Loading/Aisle Width/Parking:

- Per section VII(J) Loading Requirements, off-street loading areas are required for residential multi-family developments. We do not believe that the size of this development requires a designated loading area. The driveway aisle provides ample room for the limited time that a loading space is required. As allowed under this section we are requesting that a designated loading space not be required.

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- Per section VII(K) Design Standards for Parking Facilities, 90 degree parking spaces require an aisle width of 22 feet for two way traffic. The project proposes an aisle width of 20 feet entering from Market Street where there is parking proposed only one side of the aisle and a 21 foot aisle width between the buildings at the rear. Therefore, we are requesting a waiver to allow a minimum aisle width of 20 feet. The swept path analysis provided in the revised plan set shows that traffic can maneuver through the site with the reduced aisle widths. I would like to note that the parking spaces on the northerly side of the driveway entrance are 18 feet in depth and 9 feet in width (except the end space). The required parking space dimension per the zoning bylaw is 17 feet deep and 8 ½ feet wide (except the end space).
- Per section VII(K) Design Standards for Parking Facilities, end spaces are required to have a maneuvering space at the aisle end of at least 5 feet in depth. The project proposes a maneuvering space at the aisle end with a depth of 3 feet. Therefore, we are requesting a waiver to allow a maneuvering depth of 3 feet for an end parking space. The swept path analysis provided in the revised plan set shows that traffic can maneuver with the reduced depth. I would like to note that the proposed parking depth of the end spaces are 18 feet where 17 feet is required by the zoning bylaws.
- Per section VII(M)(2) Parking and Loading Layout, parking and loading facilities shall be laid out so that each vehicle may proceed to and from its parking space without requiring the movement of any other vehicle. We are proposing 2 sets of tandem outside parking spaces on the northerly side of the existing structure. The tandem spaces will be deeded to the same unit owner so that they have control over the vehicles parked in the tandem spaces. This type of parking setup is no different than a townhouse unit that has one garage space and one parking space in the driveway. The proposed project, along with many other town house projects, includes 5 spaces set up in this fashion. We are requesting a waiver to allow tandem parking spaces which will have no impact on the Town or the residents of this development since the individual unit owners will control the tandem spaces.
- Per section VII(M)(3) Parking and Loading Layout, in no case shall surface parking be located less than 10 feet from any side or rear lot line. The project proposes parking within 3 feet to a side lot line adjacent to the EBSCO parking lot and 5 feet to a side lot line adjacent to the multi-family development to the north. The abutting property to the north has paved parking spaces approximately 5 feet off the property line and a crushed stone parking area within half a foot of the property line. The abutting property to the south (EBSCO parking lot) has parking spaces approximately 5 feet from the property line. Since abutting properties include parking spaces within the side yard setbacks our proposed parking spaces within the side yard setback will not have any impact to abutters. The reduction in the parking setback to the lot lines allows us to keep the parking in the rear of the property which allows us to maintain the large open green space that currently exists in the front of the property. If the setback reduction is not granted parking spaces will be proposed in the front of the existing structure within the existing green space.

- Per section VII(M)(5) Parking and Loading Layout, no off street parking shall be allowed in the front setback. The project is located in the Central Business Zoning District which has a 0 front setback. The project proposes parking approximately 5 feet off the front lot line; since this zoning district is a 0 front setback we do not believe a waiver is required from this section.

We believe the reliefs and waivers requested will not have any adverse impact on the proposed development, the abutters or the Town and are consistent with other similar developments in Town.

We look forward to meeting with the Planning Board at your regularly scheduled meeting, on January 6th, to further discuss the proposed project. If you should have any questions prior to the meeting please do not hesitate to contact me.

Sincerely,

THE MORIN-CAMERON GROUP, INC.



John M. Morin, PE
President

JMM/WAS/kmm

Enclosures

cc: 50-56 Market Street, LLC (via email)